

MIDDLEBURY REGISTER

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FRIDAY, DECEMBER 8, 1911

GIVE MOTOR SLAUGHTERERS JAIL TERMS.

Two Days' Killings Prove Most Drastic Action is Needed.

[From the Boston Journal.]

Public sentiment and the authorities alike are aroused against slaughter by automobile. Events are shaping themselves—swiftly and surely—for an organized, supported movement to land these reckless motor drivers, one after another, in jail for the sake and protection of innocent citizens and their lives.

STRIKING INCIDENTS.

The history of Friday contributed three striking incidents, all of which contrived to hasten action and to make it powerful.

The man-slaughtering automobile driver should go to prison each time, or he will go on with his killing.

First on the list was the application for a warrant in the Thanksgiving day automobile slaughter in which two women were killed and a third is dying. It has been issued for the arrest of the driver of the car, J. J. Gormley of Jamaica Plain, on a charge of manslaughter.

Directly followed issue by Attorney Lawrence G. Brooks, in behalf of the leaders of this movement through The Journal, a statement of the plans for the Public Protection Association.

Still another instance of the need occurred in Reading last night, when one man was probably fatally hurt as an immense automobile dashed through the crowded Reading square early in the evening, shrieking its siren, scores of others endangered and terribly frightened.

TOSSED ASIDE BY CAR.

According to the report from Reading, the car seemed to be traveling about forty miles an hour, and John Mansfield, aged 48, of Green street, in Reading, a motorman, was unable to get out of the way quick enough and was struck and tossed aside by the great car. He is now in the hospital suffering from internal injuries and intestinal hemorrhages, and it is not believed he can live.

The car, which is owned by Alfred Wills of Lawrence, was occupied by Ernest P. Libby, the chauffeur, and his brother.

Both were arrested on the charge of reckless driving, but it is understood a more serious charge may be preferred, at least against the chauffeur, if Mr. Mansfield dies.

There seems to be no doubt that the Thanksgiving day fatality, coupled with the Reading accident and others that are likely to occur over Sunday, will result in hastening the action of those who are determined to organize a much needed association for the safe regulation of automobile traffic.

ATTORNEY'S STATEMENT.

Attorney Brooks, who will handle the legal end of forming the association, made the following statement:

"The frightful accident which occurred yesterday in Roxbury, in which two persons were killed, one fatally injured and several others badly shaken up, a sad repetition of exactly the same sort of accident a few months ago, is but another reminder that the time has come when the public must take a hand in the regulation of the automobile traffic. Apparently, existing authorities are unable to handle the situation. It is the realization of this fact which has led to the formation of the new association headed by Messrs. Storey and Pillsbury, which hopes by getting behind it a large number of thoughtful citizens anxious to preserve their lives and those of their friends, whether automobilists or not, to bring into play forces, hitherto unused, capable of rendering material aid in the solution of the problem.

"The public is waking up to the fact that its rights are being infringed by automobilists who, entirely without warrant and almost without apology, are daily menacing its safety and more and more endangering life itself. An earnest but unorganized multitude

cannot hope to cope with the powerful well-organized antagonism of automobile owners and manufacturers, who are ever watchful to maintain and advance their own advantage. It will be the purpose of this new association to make effective and direct the now unorganized forces, which for want of proper leadership and co-operation are wasting their energies. That a very large portion of the community is vitally interested in what the association is trying to do is apparent. Let it evidence its interest by a vigorous moral and material support."

Somerville Boy is Hurt by Automobile.

Stephen Doherty, 10 years old, living at 89 Linwood street, Somerville, is at the Massachusetts General Hospital in a serious condition, suffering from injuries the result of being struck by an automobile on the Somerville avenue bridge, Somerville, last night.

It is considered doubtful at the hospital if the lad will recover. The Doherty boy, according to the police, was crossing the bridge, when an automobile driven by Patrick Zahill, employed as a chauffeur for former Mayor John M. Woods of Somerville, came along the avenue and struck the lad. The machine was brought to a stop and Young Doherty was taken to the hospital.

MORGANS CAN COME BACK.

Horse of the Future to Stand 15 Hands and Weigh 1100 Pounds—Hale's Green Mountain the Type Picked by J. W. Davis.

The following excellent letter is from J. W. Davis of Fairlee, Vt. The writer remembers becoming first acquainted with Mr. Davis in the legislature many years ago, and had the pleasure of finding him again a member last fall:

J. W. Davis of Fairlee, Vt., a lifelong student of the famous family of Morgan horses, paid a recent visit to the government experiment farm at Weybridge, and he has since written some interesting observations concerning it. "Some very unkind things have been said about the stallion General Gates, some that I think might better have been omitted," writes Mr. Davis. "To say the least, his sire, Denning Allen, must have been a good Morgan horse and a good sire. Of course the stallion Frank Bump sold at auction at the Vermont State Fair was not a great advertisement for his sire (General Gates), and, as he brought only about \$130, perhaps his purchasers will not accuse us of attempted libel if we say that, compared with Scotland and others we have seen by the same sire, Frank Bump is in our opinion decidedly the cheapest one of the Gates family we have yet seen exhibited.

Such a stallion as Red Oak at the farm, dam Marguerite, by White River Morgan, 2d dam by a son of Plato, by Black Hawk, 3rd dam by Churchill Horse, son of Black Hawk (the dam of Churchill Horse by Gifford Morgan), appears to indicate that there is nothing in the blood or individuality of General Gates to make even our government ashamed of his produce from nice Morgan mares, and the weanlings, yearlings and others at the farm from Morgan mares are a lot that any individual might well be proud to own.

The government farm is in a situation to do strong work along Morgan lines, as they send some of their mares to outside Morgan stallions, and have brood mares of different strains of the real Morgan blood. At least two of them are strong in the blood of the

NOTED PETERS STRAIN

which it is probable has been kept stronger in the original type and blood than any other branch of the family. Maggie, by Ethan Allen 2nd (Peters) is away from the farm at DuBois, Penn., being bred to the noted Bob Morgan, son of the same Ethan Allen 2d, and if she produces by that sire the farm will have something that we should expect would suit the fellows who are crying for the small horse of the original Justin type.

The writer is very familiar with the Peters family of horses, having known them in the height of their glory, and remembers when almost every farm in the vicinity of the Peters home had a flock of merino sheep, and almost every flock of merino sheep had wintered and summered with it several "Peters colts." The writer, like others inclined to "speak out," frequently gets the laugh on himself, and he got it at the farm several times.

As the door of one of the weanling pens was opened, the writer's mouth also flew open with the exclamation, "A real little Peters!" Then Mr. Peck and Mr. Hammond laughed, and when asked what they were laughing at replied: "You are only guessing, but this is Drum Major, by General Gates, dam Babe, by Bob Morgan."

Of course I decided to be more cautious in expression, but was so soon off guard that in the second weanling pen I spoke right out loud. I would swear that was a Peters if it was anywhere else but at the Government farm, where the critics say there are no Morgans, and then they laughed again and said, "That is Duke, by Red Oak, dam Maggie, by Peters' Ethan 2d. But now let us show you another for you to guess on," and I guess he is a good one, a bundle of nerves, a beauty and

A WEASEL IN MOVEMENT.

What is his breeding? By General Gates, dam Babe, by Bob Morgan.

Then Babe was let out in the large yard, and I saw a good living picture of a hundred others seen in my boyhood, a chestnut mare of about 900 pounds weight, the rush through the door and the gateway, the movement, the trot, the "snort," the constant motion from pawing in the snow to running for fun like a scared fox, and I dropped another remark. "I'll bet there is enough Peters blood in her that, if she were out in the pasture with a foal by her side, it would take the whole neighborhood to catch her, and that, rather than be cornered, she would go over a rock pile as big as a load of hay, and not break her run or her neck either. And if she were in a driving harness she would keep at it and fight until she found the end of the road." And (as Cal Stewart said) again they laughed and said: "It takes the whole force to get her up for breeding, or for trial, and she has endless ambition on the road."

"The only thing against her as a roadster is she never eases on the bit, pulls all of the way."

But upon learning what her dam was I was obliged to admit great surprise. She was by Cobden, and the Lambert blood, so despised, berated and hoodooed by certain "little old type" fanciers had neither taken away nor covered up the "real thing" (as appears to me) in this mare Babe, herself, or in her produce.

We must say something about that 4-year-old stallion Red Oak, weight 1060 pounds, handsome, active, bright, and of elegant form and finish, and able to show action and movement even in a pen. We were assured he shows it in harness with speed also. I did not see him out of his pen, but was so favorably impressed that I must ask the critics if he is not of a desirable type for a

VERMONT ROAD HORSE.

He is absolutely fearless, drives double to perfection, and, although of that extreme animation which we admire, he is also of the extremely kind and cheerful disposition to work or do anything required of him.

His pasterns have a little more length and angle and elasticity in movement than the accepted old type, which I think will insure him against the danger, to short-jointed ones, of cocked joints and sprung knees, if the shower happens to be one of those fellows who will not rasp the toe down to its proper level with the heel.

I believe that as a sire of nice, handsome, stylish, sharp-gaited, high-priced driving horses he will prove worthy of the patronage of the best Vermont roadster mares, and such a yearling stallion as Cassius and such a filly as his full sister, Dorothea, by Red Oak, dam Lady Gates, indicate that General Gates' blood is not especially dangerous to inbreed through Red Oak.

I will not attempt an individual description of the others, but in my opinion such little beauties as Dew Drop (weanling), by General Gates, dam Ellen, and others there, some by sires owned by Morgan breeders elsewhere, will develop into a lot of animals from which a string of showing animals can be selected that will please road horse fanciers, and that the farm will yet be able to show Morgans of Morgan blood and qualities, with beauty, style, action, and with weight enough to handle a buggy with two persons in it.

Mr. Linsley believes in increase of size by selection of breeding animals, and also by development of stock by proper feeding and care, and avoiding overwork while young, and by

INTERBREEDING THE MORGAN

instead of by outcrossing on contrasting breeds. We believe he was in his time absolutely right, and that if there was need of it then there is much greater need of it now.

We are told that the heavy and valuable beef types of cattle have been brought to their present stage of perfection by selection, inbreeding, interbreeding and extra development from care and feeding, and that the cattleman still continue their efforts for improvement, instead of stopping satisfied, or pointing with pride back to the original stock, which, although the true source and fountain of excellence, could not as individuals under present requirements win premiums or meet the demands of the market.

We are told that the quiet, peaceful, take-on-fat disposition of the Hereford is almost or quite as much a fixed quality in breeding as are its heavy weight and white face, and we have Mr. Linsley's testimony, in his valuable work on "The Morgan Horse," that disposition and other valuable qualities in the Morgans were not sacrificed by increase of size in the stock from selected animals. It is also pointed out by Mr. Linsley that the larger and best animals were sought and bought and taken away from Vermont, leaving the smaller Morgans for the breeding stock of the State. The writer well remembers the large, strong, fast-walking, fast trotting,

KIND WORKING "MORRILLS."

and how eagerly they were bought up at good prices for driving horses, express horses, street car and general purpose horses, and to quite an extent this may account for the longer survival in the State of the Peters' Morgans in their strong Morgan blood and fixed family type, as it is well known that Peters

Vermont and his descendants did not average as large as other branches of the Woodbury Morgan family, but great credit must be given the late J. H. Peters for his devotion to his horse Vermont and his descendants, and to the Morgans as a family.

I do not think Mr. Peters made any effort to increase the size of his horses, as I have many times heard him assert "they are big enough." But I trust and judge from the exhibits shown by Mr. Van Tassel that, under the methods of breeding and development pursued at Hill Crest Farm, the descendants of Bob Morgan are going to average heavier than their sire or grandsire or great-grand sire, Peters Morgan, which was taller and heavier than his sire, Peters Vermont.

Hale's Green Mountain Morgan seems to hold highest place in the estimation of horsemen who well knew him and the Morgans of his time, as an ideal Morgan horse. His "picture," his qualities that won for him such universal admiration as a show horse, and his excellence as a sire entitle him to the highest esteem.

He was foaled about forty years after the Justin Morgan was taken to Vermont. Could the number of Morgan horses with the same general average of excellence be restored to the country that existed in the time of Hale's Green Mountain, or could the duplicate and equal of

HALE'S GREEN MOUNTAIN

actually be produced in fifty years from the present time, it would be a grand result and worthy of the aspirations and efforts of individuals and "the government," and if such a result can be attained in a short time, so much the better, but however long time may be required, I see no reason why breeders should not aspire to such a result, instead of settling down to the belief that the best Morgans now to be found, although few in numbers, are perfect, or are the equals of the Morgans of Linsley's time, and need no improvement along such lines as suggested by Mr. Linsley.

And the writer believes that if, Morgan breeders desire that Morgan horses in the future shall again hold place and prestige in the hearts of future generations of people, the standard or "ideal" for Morgan breeders and show ring judges should immediately be fixed, as a horse standing about 15 hands high, and weighing about 1100 pounds, the weight of Green Mountain, and possessing his type and qualities, and that, all other things being equal, larger size should win with judges in the show ring, as it is sure to win with buyers and users of horses.

Furthermore breeders should by good judgment in interbreeding aim at improvement of the best Morgan blood and stock now existing, and content themselves only while making progress along the lines of improvement, and never reached and the average and uniformity efforts cease, even if the "ideal" is of excellence restored to what it was in Linsley's time.—Mirror and Farmer.

MANY AUTO ACCIDENTS.

Eight Persons Fall Before Wild Flight of Volunteer Chauffeur.

A touring car ran wild last night near 42nd street and Broadway and smashed into the sidewalk crowd in front of Louis Martin's, knocking down a score of people, eight of whom had to be attended by an ambulance surgeon. There were plenty of others who slipped away without attention, but nursing bruises and cuts. The automobile was operated for a time by William McGovern, of No. 275 West 11th street, but McGovern had only one victim. A much more enthusiastic and as yet unknown chauffeur was responsible for the other injuries.

The lights were glittering and sizzling over that part of Manhattan that the true "person about town" calls the heart of the universe—Broadway and 42nd street—and the thoroughfare was thronged with automobiles. A big crowd, satisfied after Thanksgiving dinners, was on its way to the theaters. McGovern was running south with other automobiles almost in front of Martin's. Miss Derby crossed in front of his machine, and although he was not running particularly fast the mudguard of the car struck her and knocked her down.

The chauffeur jumped out and aided Patrolman McDonald, of the Tenderloin station, in carrying Miss Derby into the Heidelberg Building. The patrolman called for an ambulance and McGovern went out to the sidewalk. Patrolman Thomas, of Traffic "C," told him to run the machine close in to the curb.

He never had a chance to do it, for bursting through the curious crowd came a man in evening clothes, a big fur overcoat muffling his neck, his silk hat on the back of his head.

"I know all about automobiles!" he yelled. "When it comes to running motor cars I'm the greatest little playboy of the Western world."

Before McGovern or Patrolman Thomas could stop him he jumped into the car and threw the clutch. McGovern had left his engines running, and the car leaped forward.

As the car swerved this way and that the gruff shouts of traffic patrolmen mingled with the shrieks of frightened women. Men ran out from the sidewalk

and grabbed at the wheels and side of the car in an endeavor to stop it, but their efforts were ineffectual. The automobile ran on and up over the curb, crashing in through the crowd, and bringing up against the window of a jewelry store. As broken glass showered over the hood of the machine the gay roisterer in evening clothes leaped out of the car and disappeared.

People were sprawling over each other on the sidewalk and hundreds of others had fled for safety into neighboring doors. The traffic men had a difficult time to restore order out of the chaos. Dr. Victor arrived from New York hospital with an ambulance to attend to Miss Derby's bruises, but the surgeon found additional work to do, for seven others had minor injuries. Mr. King said the car had run over his wife's chest.—New York Tribune.

IN 30-FOOT PLUNGE.

Two of Five Occupants Badly Hurt Near Haverstraw.

Nyack, N. Y., Nov. 30.—After running up the steep hill of Short Clove Road, about two miles from Haverstraw, early this morning, a 60-horse power limousine car containing five men plunged over a 30-foot embankment, and two of its occupants were seriously injured. They are Frederick Covert, the owner of the machine, living at Highland Falls, and Patrolman John Coyne, of Haverstraw. The three others also were hurt, but none of them badly.

Covert attended a dance given by the Big Four Social Club last night, and when it was over he invited several men there to accompany him on a ride in his automobile. Those who accepted the invitation besides Coyne were William Bonnet, Louis Saul, a shoe manufacturer, and James Brophy.

With Covert at the wheel the party started for a spin toward New York, five miles away. The steep hill was negotiated in quick time, but apparently the driver was unfamiliar with the road, for he failed to make a turn to the right as he reached the top of the hill, and the car consequently crashed into a railing constructed there because of the deep embankment, carrying it away and plunging to the bottom.

Three of the men were thrown clear of the machine, but Covert and Coyne were pinned under it and remained in that position a long time before their companions recovered from the shock of their fall sufficiently to go to their assistance. They were not able to do much for them, however, and they remained there for several hours before help arrived.

George Stark, a milkman, on the way to Haverstraw, heard groans, and on investigation found the men lying on the ground apparently unconscious. He gave them milk to drink, and after doing what he could to help them hurried to Haverstraw and reported the accident to the police.

Physicians and nurses were rushed to the scene. All except Coyne and Covert had fully recovered by the time they arrived. On examination it was found that Covert's skull was fractured and that his body was covered with bruises, while Coyne's back was broken. Both were reported in a serious condition late tonight.—New York Tribune.

HURT BY AUTOS.

Holiday Marked by Many Accidents in and Near City.

There was an unusual number of automobile accidents in and around the city yesterday, half a dozen children being injured.

Thomas Mitchell, six years old of No. 556 West 38th street, was crossing Eleventh avenue at 39th street late in the afternoon, when he was knocked down by an automobile operated by August Heinsohn of No. 440 Sherman street, Astoria, Long Island. Both collar bones were fractured and he was bruised about the head and body. He was removed to the French hospital and later taken to his home.

While crossing Hughes avenue at Pelham avenue, about noon, Daniel Giacinto, six years old, was knocked down by an automobile operated by James Hogan, of No. 1310 Southern Boulevard, a chauffeur employed by Robert Maul, of No. 1424 Greene street, Jersey City, who was in the car. Maul took the boy to Fordham hospital, where it was said he was suffering from internal injuries. No arrest was made.

While crossing Prospect avenue, at Westchester avenue, yesterday afternoon, Dorothy Kehler, eight years old, of No. 1745 Park avenue and Minnie Muffeiner, eleven years old, of No. 677 Dawson street, were knocked down by an automobile, which the police say is owned by Dr. William Nelson of No. 1300 Prospect avenue. An ambulance was called from Lebanon hospital where it was said the girls' injuries were not serious.

John Reese, fifteen years old of Hicksville, Long Island, was struck by an automobile owned by Frederick Lesser, of No. 62 East 92d street. The accident happened near the Catholic Protectors, in Hicksville. Mr. Lesser took the injured boy in his car to Nassau Hospital, in Mincola. Reese has three ribs broken and is considerably bruised.

John Bradwick, five years old, of No. 27 Targee street, Stapleton, Staten Island, was crossing the street near his home last evening, when he was hit by

IT IS SIMPLY MARVELOUS

The Good Derived from Hood's Sarsaparilla.

Patient Gained Thirty-eight Pounds in Less than Two Months.

Business Men in Town Know About the Case.

BARRE FORGE, Pa.—"There is no other medicine in the world that I know so much about, and am so glad to recommend, as Hood's Sarsaparilla. The good it has been to me is simply marvelous. I suppose I was one of the greatest sufferers from indigestion and liver troubles. In eight months I lost 62 pounds, and my strength ran down so that I was scarcely able to walk about the house. I was misery to myself and all about me. I looked terrible, and my friends thought I could only live a short time. Indeed, I made up my mind to this myself.

"I tried some of our best physicians here and in Huntington, but with no avail, until one of the doctors prescribed Hood's Sarsaparilla. I made up my mind to give it a fair trial. I began to take it the 1st of January, and in six days I knew it was doing me good, for I began to relish food, and from that time on the gain was more rapid. I increased in weight, gaining 38 pounds in less than two months. That tired feeling went away, and I feel almost as well as I ever did in my life. I can eat well, sleep well, and in fact feel that I am a new man.

"Neighbors have talked wonderingly about the change in my condition, and they know it was due to Hood's Sarsaparilla. Several of the business men of this town, postmaster and other neighbors and friends, who know about my case will certify to the facts I have stated." Harrison Houpp.

Hood's Sarsaparilla effects its wonderful cures not simply because it contains sarsaparilla, but because it combines the utmost remedial values of more than twenty different ingredients. There is no real substitute. Get Hood's Sarsaparilla today in the usual liquid form, or in the choicest tablets called Sarsatabs.

STRUCK BY AUTO.

Miss Nettie Ball Lies in Waterbury Hospital with Fracture of Skull.

Miss Nettie Ball, twenty-seven years, of West Haven, lies at the Waterbury hospital in a critical condition with a fractured skull, broken left wrist and possible internal injuries as the result of being struck by an automobile a short distance below Thomaston late Sunday afternoon.

Miss Ball, with her brother, Bennett J. Ball of this city was waiting for a trolley car to return to Waterbury after spending the day in Thomaston. She had just stepped out into the street to signal the motorman to stop when in attempting to dodge an automobile, which came up behind her, she stepped directly in the path of another machine going in the same direction. Miss Ball was struck by the front of the machine and thrown heavily to the ground.

Her dress was partly torn from her and when her brother reached her side blood was flowing from her mouth, nose and ears and her face was covered with dirt and badly bruised. Mr. Ball picked his sister up and carried her to the residence of Dr. H. S. Warner, which was nearby. Dr. Warner, after a hasty examination of the young woman, saw that she was badly injured and called up the Waterbury hospital on the telephone.

Miss Ball was placed in the ambulance and with Dr. R. S. Goodwin of Thomaston to attend her, she was then speedily taken to the hospital, where it was found that in addition to a bad fracture at the base of the skull, her left wrist was broken and she was suffering from possible internal injuries.

The man who was driving the automobile which struck Miss Ball gave his name to Dr. Warner as John Sullivan and said that he lived in Winsted, but in the excitement of the moment nobody thought to get the number of the auto, although it is possible that Mr. Ball secured it, but as he went to West Haven soon after the accident, it could not be learned from him what the number was. No such name appears in the Auto register. It is possible that the car belonged to someone else and that the driver's name was Sullivan or it may be that he gave a fictitious name.—Waterbury Republican.

Woodmen of America.

The next regular meeting of Lakoside Camp, Modern Woodmen of America, will be held at their place of meeting Tuesday evening, December 19. Special business is to be brought before said meeting, including election of officers, etc. Every member is urged to be present.

M. P. WILLIAMS, Clerk.

Daughters of American Revolution.

Hand's Cove chapter, D. A. R., will hold a mid-day meeting at the home of the Regent, Mrs. M. M. Platt, in Shoreham Saturday, December 16th. Dinner to be served at 12 o'clock sharp.

LILLIAN B. LARRABEE, Historian.